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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Black Sea)	REPORT	
SUBJECT	1. Port of Odessa 2. General Information on Soviet Port Procedure	DATE DISTR.	14 Sept. 1953
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1. [redacted] at Odessa, the grain elevator was not working and, hence, the ships had to load grain from barges which arrived sporadically. The harbor installations had suffered war damage and were still in a state of disrepair and neglect. Many of the piers and quays were in a similar condition, and those which had been repaired had been repaired with wood in a most rudimentary fashion.

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3. No foreign ship in a Soviet port is allowed either to load or unload its cargo until the shipowner has paid, in advance, the costs of docking. This sum must be paid in American dollars to the Import Bank in Moscow. The captain of the ship must sign for this bill immediately upon arrival and, though the charges are quite exorbitant, no questions or objections are tolerated. In the event that the captain refuses to sign the bill, the ship is not allowed to proceed and, in many cases, is even sent back to the roadstead. For that reason, few shipowners are anxious to take on a cargo in a Soviet port, given the scarcity of freight and the time lost in acquiring it. In fact, it is not unusual to spend days in port just awaiting the completion of the formalities of pratique, the health inspection, the search of the ship's holds and cabins, and the like. Moreover, there is a scarcity of port labor and Soviet ships have priority. Very often, the loading or unloading of cargo on a foreign

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ship is interrupted in order that a recently arrived Soviet ship be taken care of. The only explanation offered the commander of the foreign ship is that special orders require it, but the reason for the "special orders" is never given.

[redacted] Comment: Previous reports on Odessa have stated the existence of two grain elevators, one of which was not in operation. It is possible that [redacted] the other grain elevator was temporarily out of order, thus necessitating the loading of the grain from barges.

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